SEVENTEENTH REPORT

STANDING COMMITTEE ON RAILWAYS (1995-96)

(TENTH LOK SABHA)

MINISTRY OF RAILWAYS (RAILWAY BOARD)

ELECTRIFICATION OF RAILWAY LINES

[Action Taken by the Government on the Recommendations/Observations contained in the Fifteenth Report of the Standing Committee on Railways (1995-96) (Tenth Lok Sabha)]

Presented to Lok Sabha on 20-12-95
Laid in Rajya Sabha on 20-12-95

LOK SABHA SECRETARIAT
NEW DELHI

December, 1995/Agrahayana, 1917 (Saka)

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CONTENTS

PAGE

COMPOSITION OF THE COMMITTEE ..... (iii)

INTRODUCTION ..... (v)

CHAPTER I Report 1

CHAPTER II Recommendations/Observations which have been accepted by Government 4

CHAPTER III Recommendations/Observations which the Committee do not desire to pursue in view of the Government's replies 7

CHAPTER IV Recommendations/Observations in respect of which replies of Government have not been accepted by the Committee 12

CHAPTER V Recommendations/Observations in respect of which final replies of Government are still awaited 14

APPENDICES

I. Minutes of the fifteenth sitting of the Standing Committee on Railways (1995-96) held on 7 December, 1995 16

II. Analysis of the action taken by Government on the recommendations/Observations contained in the Fifteenth Report of the Standing Committee on Railways (1995-96) (Tenth Lok Sabha) 20

COMPOSITION OF THE COMMITTEE ON RAILWAYS
(1995-96)

Shri Somnath Chatterjee — *Chairman*

MEMBERS

Lok Sabha

2. Shri Harilal Nanji Patel
3. *Vacant
4. Shri G. Madegowda
5. Smt. Santosh Chowdhary
6. Kumari Frida Topno
7. Shri Dileep Singh Bhuria
8. Dr. Kartikeswar Patra
9. Shri Ashok Gehlot
10. Shri Manku Ram Sodhi
11. Shri Allola Indrakaran Reddy
12. **Vacant
13. Shri Anand Ahirwar
14. Shri D.B. Shingda
15. ***Vacant
16. Shri Ram Naik
17. Smt. Sheela Gautam
18. Shri Phool Chand Verma
19. Shri Mangal Ram Premi
20. Shri Shrish Chandra Dikshit
21. Shri Raj Narain
22. Shri Ramchandra Veerappa
23. Shri Brishin Patel
24. Smt. Girija Devi

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* Vacancy caused due to appointment of Shri A.R. Antulay as Minister.

** Vacancy caused due to the death of Shri B.K. Gudadinni

*** Vacancy caused due to death of Shri Tej Singh Rao Bhonsle

25. Shri Basudeb Acharia
26. Shri S. Sivaraman
27. Shri Brahma Nand Mandal
28. Shri S.S.R. Rajendra Kumar
29. Shri Moreshwar Save
30. Shri P.C. Thomas

Rajya Sabha

31. *Vacant
32. Shri Rahasbihari Barik
33. Shri V. Rajan Chellappa
34. Shri V. Gopalsamy
35. Shri Mohinder Singh Kalyan
36. Smt. Sarala Maheshwari
37. Shri Radhakishan Malaviya
38. Shri Sarada Mohanty
39. Shri Satish Pradhan
40. Smt. Malti Sharma
41. Shri Kailash Narain Sarang
42. Shri Janardan Yadav
43. Shri Ahmed Mohamedbhai Patel
44. Shri John F. Fernandes
45. Shri Prabhakar B. Kore

SECRETARIAT

1.	Shri S.N. Mishra	—	*Additional Secretary*
2.	Smt. Roli Srivastava	—	*Joint Secretary*
3.	Shri T.R Sharma	—	*Deputy Secretary*
4.	Shri R.C. Gupta	—	*Under Secretary*

* Vacancy caused due to appointment of Shri S.S. Ahluwalia as Minister.

INTRODUCTION

I, the Chairman of the Standing Committee on Railways (1995-96) having been authorised by the Committee to submit the Report on their behalf, do present this Seventeenth Report on action taken by Government on the recommendations/observations contained in the Fifteenth Report of the Standing Committee on Railways (1995-96) on Electrification of Railway Lines.

2. The Fifteenth Report was presented to Lok Sabha on 1 August, 1995 and contained 9 recommendations/observations. Replies of the Government to all the recommendations contained in the Report were received on 31 October, 1995 and were considered by the Committee on 7 December, 1995.

3. The Committee considered and adopted the Seventeenth Report at their sitting held on 7 December, 1995.

4. An analysis of the Action Taken by the Government on recommendations/observations contained in the Fifteenth Report (Tenth Lok Sabha) of the Committee is given in Appendix-II.

NEW DELHI;
7 December, 1995
16, Agrahayana 1917 (Saka)

SOMNATH CHATTERJEE,
Chairman,
Standing Committee on Railways.

CHAPTER I
REPORT

This Report of the Standing Committee on Railways (1995-96) deals with action taken by Government on recommendations/observations contained in the Fifteenth Report on Electrification of Railway Lines. The Report was presented to Lok Sabha on 1 August, 1995.

2. Action Taken Notes have been received from the Government in respect of all the 9 recommendations/observations contained in the Report which have been categorized as follows:—

(i) Recommendations/Observations which have been accepted by the Government—Para Nos. 49,50,54 & 55.

(ii) Recommendations/Observations which the Committee do not desire to pursue in view of Government's replies—Para No. 52.

(iii) Recommendations/Observations in respect of which replies of the Government have not been accepted by the Committee—Para Nos. 48, 51 and 56.

(iv) Recommendations/Observations in respect of which final replies of Government are still awaited—Para No. 53.

3. The Committee desire that the final reply in respect of the recommendation for which only interim reply has been given by the Government should be furnished to the Committee within three months of the presentation of the Report.

4. The Committee will now deal with action taken by Government on some of their recommendations/observations.

Effective coordination among concerned Ministries/Departments

(Para 48)

5. In para 48 of their Report, the Committee had found that Railway Electrification had been identified as a major priority area as it provided a modern, cost effective, energy efficient and environment friendly mode of rail transport. They were however concerned to note that the Electrification Projects were being delayed *inter-alia* due to non-supply of power/non-clearance from the Ministry of Environment and Forest/Telecommunication Department etc. The Committee had therefore strongly recommended that a proper and effective coordination among the concerned Ministries/Departments must be established at the highest level to ensure timely completion of Electrification Projects and

in case of failure on the part of any Ministry/Department, responsibility must be fixed upon the erring Ministry/Department concerned.

6. The Ministry of Railways have, in their Action Taken reply, stated :

"the recommendations of the Committee are being advised to the Ministries of Power, Environment & Forests and DOT. Co-ordination will be made more intensive to facilitate timely completion of Electrification Projects. In case of avoidable delays the concerned Ministry/Department would be advised to take follow-up action including fixing up responsibility."

7. **The Committee are not satisfied with the reply of the Government as it is vague and of a routine nature. The Ministry of Railways have not spelt out precisely the steps taken by them to ensure effective co-ordination at the highest level for timely completion of the Electrification Projects.**

The Committee desire to know at the earliest the level at which the coordination has been established among the concerned Ministries/Departments and also the machinery devised to fix the responsibility upon the erring Ministry/Department in case of delay in completion of Electrification Projects.

Disapproval of Diversion of funds earmarked for Electrification Projects to some other projects

(Para 51)

8. The Committee had observed that the delay in the completion of an electrification project was attributed mainly to lack of funds. However, from the material furnished to them, the Committee had found that the funds allocated for electrification projects were diverted to some other projects other than electrification. The Committee took a serious view of the fact that the Ministry of Railways had diverted the funds which had been allocated for important electrification projects vitally necessary for providing efficient service to the people.

9. The Ministry of Railways have, in their Action Taken reply, stated :

"Large scale diversion of funds from 'Railway Electrification' plan has not been effected by the Ministry. Reduction in outlays under this plan head has however been made due to shortage of funds and Railways are called upon to reduce their total plan outlays according to availability of funds as estimated during their reviews."

10. From the Ministry's reply the Committee cannot but conclude that there has been diversion of funds but large scale diversion of funds from "Railway Electrification Plan" has not been effected by them. The Committee take strong exception to such diversions and recommend that under

no circumstances funds meant for Electrification Plan should be diverted to other projects in future.

Introduction of 2x 25 KV AT System of Electrification

(Para 56)

11. The Committee had found that the Railways had started introducing 2 x 25 KV AT system of electrification. With a view to bring down the maintenance cost and to improve the reliability of power supply system, the Railways had adopted State-of-the-Art technology as prevalent in the international arena. The Committee had expressed their desire that the new technology should continue to be inducted in the Indian Railways.

12. The Ministry of Railways, in their Action Taken reply, have stated that Pilot section of Bina-Katni-Anuppur-Bishrampur has recently been commissioned on 2 x 25 KV AT feeding system because of high capacity requirements like heavy haul etc. Based upon the experience gained, induction of this State-of-the-Art technology for other sections of Indian Railways would be adopted based upon economical viability.

13. **The Committee desire to know the precise details of the experience gained after introduction of the State-of-the-Art technology on Bina-Katni-Anuppur-Bishrampur Section and the action plan prepared for the other Sections keeping in view, of course, their economic viability.**

CHAPTER II

RECOMMENDATIONS/OBSERVATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT

Recommendation (Para No. 49)

The Committee find that almost in every Five Year Plan there is "spill over" and "thrown forward" of routes of electrification projects. There are mid-term reviews and reprioritisation of these projects. The Committee totally disapprove the present system and recommend that a proper perspective plan should be prepared regulating electrification in the Indian Railways and steps should be taken to ensure that an electrification project approved for execution must be completed within the same plan period or within stipulated period.

Reply of the Government

Committee's views are noted. Perspective Plan has already been made for the schemes already approved and effective measures will be taken in implementation of the schemes in line with the perspective plan. This may need to be adjusted in line with the availability of resources. The schemes have been prioritised and adjustments will be carried out according to the priorities.

[M/o Rlys. DO No. 95/SCR/X/2(RE) dt. 31-10-95]

Recommendation (Para No. 50)

The Committee also find that generally an Electrification Project takes about 5—7 years for its completion. During evidence the Chairman, Railway Board informed the Committee that the main reason for delay in completion of an Electrification Project is lack of funds. The Ministry of Railways in their subsequent written reply, stated that if the funds are made available in time, the period of completion of an Electrification Project can be reduced to 4 to 5 years. The Committee, therefore, recommend that sufficient funds should be provided in time so that gestation period could be reduced.

Reply of the Government

Noted. Funds for electrification projects come out of budgetary support. Accordingly, Planning Commission is being advised of the Committee's recommendations. Also demands for funds from Planning Commission will be generated on these lines.

[M/o Rlys. DO No. 95/SCR/X/2(RE) dt. 31-10-95]

Recommendation (Para No. 54)

The Committee note that surveys for electrification in respect of the lines *viz.* (i) Kharagpur-Visakhapatnam, (ii) Lucknow-Kanpur, and (iii) Moradabad-Lucknow-Varanasi-Mughalsarai have already been completed. The Committee strongly recommend that these lines should be included in the works programme of the Ministry of Railways for the current plan and definitely for IX Five Year Plan. They are also of the view that adequate funds should be provided by the Ministry of Railways for the projects cleared by the Planning Commission.

Reply of the Government

The electrification of the three sections shall be proposed during the current Plan. Funds shall be provided for the projects cleared by the Planning Commission depending upon the availability of funds.

Of the above projects electrification of Lucknow-Kanpur line is not found economically viable. U.P. Government has been approached to reconsider their tariff rates so that the project can be made viable.

The other two projects will be processed for clearance by Planning Commission. Provision of adequate funds will depend upon the allocation given by the Planning Commission but the funds allocated will be apportioned to individual projects judiciously.

[M/o Rlys. DO No. 95/SCR/X/2(RE) dt. 31-10-95]

Recommendation (Para No. 55)

The Committee desire that necessary surveys for electrification of the following lines/routes may be conducted at the earliest and where electrification of any of the above lines/routes has been cleared by the Planning Commission, adequate funds should be provided for the same:—

(1) Sealdah-New Jalpaiguri

(2) Howrah-Bolpur-Sahebganj

(3) Ahmedabad-Viramgam

(4) Sahebganj-Bhagalpur-Patna

(5) Ernakulam-Trivandrum *Via* Kottayam & Quilon

(6) Kanpur-Gorakhpur

(7) Bhagalpur-Kiul

(8) Miraj-Vasco de Gama

(9) Sudamdih-Dhamyad

(10) Khandwa-Nimach

(11) Indore-Ujjain

(12) Ghaziabad-Saharanpur-Roorkee-Dehra Dun

(13) Delhi-Bikaner

Reply of the Government

The desire of the Committee for conducting surveys for 13 sections is noted. Survey of Ernakulam-Trivandrum section and part of Ghaziabad-Saharanpur-Roorkee-Dehra Dun section has already been completed. The proposal for taking up surveys for electrification of the remaining sections will also be processed in a planned manner.

[M/o Rlys. DO No. 95/SCR/X/2(RE) dt. 31-10-95]

CHAPTER III

RECOMMENDATIONS/OBSERVATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF GOVERNMENT'S REPLIES

Recommendation (Para No. 52)

The Committee note that there are standard terms and conditions according to which contracts for electrification projects are agreed to. However, liquidated damages recovered from the contractors who failed to complete the electrification projects within stipulated time were not furnished to the Committee. The Committee desire to know the details of the liquidated damages recovered during the last 10 years, year-wise and contractor-wise.

Reply of the Government

The details of liquidated damages recovered from the contractors during the last 10 years are given as per Annexure enclosed.

[M/o Rlys. DO No. 95/SCR/X/2(RE) dt. 31-10-95]

ANNEXURE

STATEMENT FOR RECOVERY OF LIQUIDATED DAMAGES

S.No.	Year		Name of Contractor	Amount (in Rs.) Recovered	Remarks
1.	1986		Records not available	—	—
2.	1987		Records not available	—	—
3.	1988	i.	M/s Kamlesh Rail Signalling, Ahmedabad	18,740.00	—
		ii.	M/s Jugal Kishore Gupta, Nagpur	15,851.00	—
4.	1989	i.	M/s Ved Prakash Constn., Bhilai.	2656.00	—
		ii.	M/s Kumar Builders, Nagpur.	3173.00	—
		iii.	Shri Sudershan, Gondia	2932.00	—
		iv.	M/s CGL, Madras	36200.00	—
5.	1990	i.	Sh. O.P. Sharma, Gondia	4811.00	—
		ii.	Sh. Prakash Vahane, Nagpur	4849.00	—
		iii.	Sh. S. K. Upadhyay, Nagpur	776.00	—
		iv.	Sh. V.K. Gawande, Ghoradongri	2427.00	—
		v.	M/s Sinha Constn., Durg	322.00	—
		vi.	Sh. O.P. Sharma, Nagpur	735.00	—
		vii.	M/s Weldex Engg., Nagpur	853	—
		viii.	M/s A.S. International, Delhi.	1430.00	—
		ix.	M/s Mewar Electric Works, Nagpur	35.00	—

S.No.	Year		Name of Contractor	Amount (in Rs.) Recovered	Remarks
		x.	M/s A.S. International Delhi	1590.00	—
		xi.	M/s M.M. Constn.	1993.00	—
		xii.	M/s NELCO	38438.00	—
6.	1991	i.	M/s ALMEC Enterprises	20,628.00	—
		ii.	M/s Amit Electronics, Nagpur	2458.00	—
		iii.	M/s A.S. International, Delhi	143.10	—
		iv.	M/s A.S. International, Delhi	1109.00	—
		v.	M/s A.S. International	787.00	—
		vi.	M/s Weldex Engg., Nagpur	5036.00	—
		vii.	M/s CGL, Madras	42000.00	—
		viii.	M/s ITI, Bangalore	386162.00	—
		ix.	M/s GRIDLINE, Nagpur	61200.00	—
		x.	M/s Garlic Engg., Bombay	30880.00	—
7.	1992	i.	M/s ECE Ltd.	60,685.00	—
		ii.	Shri B. Venkatsami Attullah Sahib St. Arakkonam	20,327.00	—
		iii.	Mr. M. Kalidose, 24, Vasantam Buildings, Suramangalam, Salem-636005	7,900.00	—
		iv.	M/s Saif Engg., Nagpur	224.00	—
		v.	M/s Weldex Engg., Nagpur	112.37	—
		vi.	M/s Galaxy Constn., Nagpur	150.00	—
		vii.	M/s Weldex Engg., Nagpur	177.30	—
		viii.	M/s Rajeev Constn., Nagpur	5409.00	—
		ix.	M/s Laxmi Constn., Nagpur	1153.55	—
		x.	Shri B.G. Agrawal, Yeotmal	6879.00	—
8.	1993	i.	M/s ABB Ltd.	26,312.00	—

S.No.	Year		Name of Contractor	Amount (in Rs.) Recovered	Remarks
		ii.	M/s CMC Ltd.	43,835.00	—
		iii.	M/s Khosala Constn. No. 403, IV floor, Commerce House, 9/1, Cunningham Road Bangalore-560052	72,261.00	—
		iv.	Mr. K. Chandran, No. 274 11th Main 14th Cross 2nd Stage, Indira Nagar, Bangalore.	24,403.00	—
		v.	M/s Vijaya Electricals, Hanumakonda.	3,395.00	Extension granted with L.D.
		vi.	M/s Sri Lakhmi Agencies, Vijayawada	32,495.00	-do-
		vii.	M/s Mulakhraj Kumar & Sons E-39, Moti Nagar, Delhi.	4,000.00	Recovered as Penalty
		viii.	M/s Mittal Udyog, Nagpur	1298.76	—
		ix.	Shri M.R. Patel, Warora	641.61	—
		x.	M/s Luxmi Constn., Nagpur	763.10	—
		xi.	M/s NELCO, Bombay	205351.00	—
		xii.	M/s ITI, Bangalore	424948.00	—
		xiii.	M/s CEL, Shahibabad (UP)	18000.00	—
		xiv.	Sh. M.L. Agarwal, Vedusahas	2730.00	—
		xv.	M/s TCIL, New Delhi	2,05,000.00	—
		xvi.	M/s V.K. Engineering Industries, Calcutta	36,956.00	—
		xvii.	M/s R.D.P. Constn., Bokaro Steel City, Dhanbad.	1,648.00	—
9.	1994	i.	M/s K.K. Builders, Lal Qrs., Krishna Nagar, Delhi.	17,361.00	Work was terminated
		ii.	Shri L.G. Ravi, Arakkonam	3,764.00	—

S.No.	Year		Name of Contractor	Amount (in Rs.) Recovered	Remarks
		iii.	M/s Satyam Sales Corpn., Nagpur	168.00	—
		iv.	M/s Peeaar Engg., Nagpur	252.50	—
		v.	M/s Parvaz Quniymi, Bhopal	1300.00	—
		vi.	M/s Evrest, Ahmedabad	63300.00	—
		vii.	M/s Rajat Elec., Bhopal	2000.00	—
10.	1995	i.	Sh. Sanjiv Lohan, B-9, Officer Colony, Jind.	2000.00	Recovered as penalty
		ii.	-do-	6000.00	-do-
		iii.	M/s Jaity Constn. Co, Pocket-73, B-6, Sector-IV, Rohini, New Delhi	2000.00	-do-
		iv.	M/s Switches & Switch gears, Nagpur	144.00	—
			Total	1993558.29	

CHAPTER IV

RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH REPLIES OF GOVERNMENT HAVE NOT BEEN ACCEPTED BY THE COMMITTEE

Recommendation (Para No. 48)

The Committee note that Railway electrification has been identified as a major priority area as it provides a modern, cost effective, energy efficient and environment friendly mode of rail transport. However, they are concerned to note that the Electrification Projects are delayed inter alia due to non-supply of power/non-clearance from the Ministry of Environment and Forests/Telecommunication Department etc. The Committee strongly recommend that a proper and effective coordination among the concerned Ministries/Departments should be established at the highest level to ensure timely completion of Electrification Projects. In case of failure on the part of any Ministry/Department, responsibility should be fixed upon the erring Ministry/Department Concerned.

Reply of the Government

Recommendations of the Committee are being advised to the Ministries of Power, Environment & Forests and DOT. Co-ordination will be made more intensive to facilitate timely completion of electrification projects. In case of avoidable delays the concerned Ministry/Department will be advised to take follow-up action including fixing up responsibility.

[M/o. Rlys. DO No. 95/SCR/X/2(RE) dt. 31-10-95]

Comments of the Committee

Please *See* Para 7 of the Chapter I.

Recommendation (Para No. 51)

The Committee observe the delay in the completion of an electrification project is attributed mainly to lack of funds. However, from the material furnished to them, the Committee found that the funds allocated for electrification projects were diverted to some other projects other than electrification. The Committee take a serious view of the fact that the Ministry of Railways

have diverted the funds which had been allocated for important electrification projects vitally necessary for providing efficient service to the people.

Reply of the Government

Large scale diversion of funds from "Railway Electrification" plan has not been effected by the Ministry. Reduction in outlays under this plan head has however been made due to shortage of funds and Railways are called upon to reduce their total plan outlays according to availability of funds as estimated during their reviews.

[M/o Rlys. DO No. 95/SCR/X/2(RE) dt. 31-10-95]

Comments of the Committee

Please *see* Para 10 of Chapter I

Recommendation (Para No. 56)

The Committee find that the Railways have started to introduce 2 x 25 KV AT system of electrification. With a view to bring down the Maintenance cost and to improve the reliability of power supply system, the Railways have adopted state-of-the-art technology as prevalent in the international arena. The Committee hope that new technology would be continued to be inducted in the Indian Railways.

Reply of the Government

Pilot section of Bina-Katni-Anuppur-Bishrampur has recently been commissioned on 2 x 25 KV AT feeding system because of high capacity requirements like heavy haul etc. Based upon the experience gained, induction of this state-of-the-art technology for other sections of Indian Railways will be adopted based upon economical viability.

[M/o. Rlys. DO No. 95/SCR/X/2(RE) dt. 31-10-95]

Comments of the Committee

Please *See* Para 13 of the Chapter I

CHAPTER V

RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH FINAL REPLIES OF THE GOVERNMENT ARE STILL AWAITED

Recommendation (Para No. 53)

The Committee also note that there have been many cases of grid failure resulting in loss of power supply to large number of sub-stations which lead to dislocation of the traffic at different places. They have also found that the question of taking power directly from NTPC/NHPC has been under consideration of the Ministry of Railways since long. It is incomprehensible to the Committee as to why the matter has not been finalised so far. The Committee strongly recommend to finalise the matter regarding taking power supply directly from the above agencies on an urgent basis so as to ensure proper and timely supply of power.

Reply of the Government

In pursuance of the Cabinet decision that NTPC and other Central Power Generating Agencies should have the option of selling power direct to Railways through Railway's own transmission lines, the Ministry of Power permitted Central Public Sector Undertakings to sell power directly to Railways for traction purposes and advised that the matter concerning the infrastructure and the tariff be sorted out directly with the concerned public sector undertakings.

Accordingly, Railways have been approaching NTPC at various levels. NTPC has taken a stiff stand and is proposing to apply tariff which is considered irrational. In other words, they are trying to discriminate Railways from other consumers by offering a very high tariff. This is against the Electricity (Supply) Act., 1948.

However, the matter has again been taken up with Ministry of Power at the highest level to intervene in the matter so that the question of tariff applicable to Railways could be decided on a proper rationale.

Also NTPC can make power available at one or two points. To avail their power Railways have to invest in long transmission line. This affects the reliability of the system in addition to costs. Therefore, even after finalisation of tariff with NTPC, Railways will have to consider availing of their power

only when it is found economically viable with adequate internal rate of return and satisfactory reliability of the system.

[M/o. Rlys. DO No. 95/SCR/X/2(RE) dt. 31-10-95]

NEW DELHI;
December, 1995
Agrahayana, 1917 (Saka)

SOMNATH CHATTERJEE,
Chairman,
Standing Committee on Railways.

APPENDIX I

MINUTES OF THE FIFTEENTH SITTING OF THE STANDING COMMITTEE ON RAILWAYS (1995-96)

The Committee sat on Thursday, the 7 December, 1995 from 1500 hrs. to 1545 hrs. in Committee Room 'D', Parliament House Annexe, New Delhi.

PRESENT

Shri Somnath Chatterjee — *Chairman*

MEMBERS

Lok Sabha

2. Km. Frida Topno
3. Shri Manku Ram Sodhi
4. Smt. Sheela Gautam
5. Shri Phool Chand Verma
6. Shri Shrish Chandra Dikshit
7. Shri Basudeb Acharia
8. Shri S. Sivaraman
9. Shri Brahma Nand Mandal
10. Shri P.C. Thomas

Rajya Sabha

11. Shri Mohinder Singh Kalyan
12. Smt. Sarala Maheshwari
13. Shri Sarada Mohanty
14. Shri Satish Pradhan

SECRETARIAT

Smt. Roli Srivastava — *Joint Secretary*

Shri T.R. Sharma — *Deputy Secretary*

2. * * * *

3. The Committee then took up for consideration the following Draft Reports:—

(i) 17th Report on action taken by Government on recommendations/observations contained in their 15th Report on 'Electrification of Railway Lines.'

(ii) * * * *

4. The Report was adopted subject to additions as shown in Annexure.

5. The Committee authorised the Chairman to finalise the Report after making consequential changes, if any, arising out of factual verification by the Ministry of Railways and to present the Report to both the Houses of Parliament.

The Committee then adjourned.

---

*Relate to other matter

ANNEXURE

ADDITIONS MADE BY STANDING COMMITTEE ON RAILWAYS IN THE DRAFT REPORT ON ACTION TAKEN BY GOVERNMENT ON THE RECOMMENDATIONS CONTAINED IN THEIR FIFTEENTH REPORT ON 'ELECTRIFICATION OF RAILWAY LINES'

Pa	No.	Para No.	
		After Para No. 7	*Add* New Para Nos. 8 to 10 and renumber the subsequent paragraphs accordingly.

Disapproval of diversion of funds earmarked for Electrification Project to some other projects

(Para 51)

8. The Committee had observed that the delay in the completion of an electrification project was attributed mainly to lack of funds. However, from the material furnished to them, the Committee had found that the funds allocated for electrification projects were diverted to some other projects other than electrification. The Committee took a serious view of the fact that the Ministry of Railways had diverted the funds which had been allocated for important electrification projects vitally necessary for providing efficient service to the people.

9. The Ministry of Railways have, in their Action Taken reply, stated :

"Large scale diversion of funds from 'Railway Electrification' plan has not been effected by the Ministry. Reduction in outlays under this plan head has however been made due to shortage of funds and Railways are called upon to reduce their total plan outlays according to availability of funds as estimated during their reviews."

* * * *

2. [At the outset, the Committee placed on record their deep sense of shock and profound sorrow over the sad demise of Shri B.K. Gudadinni, M.P. and Member of the Committee who passed away on 1 December, 1995 due to cardiac attack. Thereafter the Committee stood in silence for a few minutes as a mark of respect to the departed soul.]

3. The Committee then took up for consideration the following Draft Report:—

(i) 17th Report on action taken by Government on recommendations/observations contained in their 15th Report on 'Electrification of Railway Lines.'

4. The Report was adopted subject to additions as shown in Annexure.

5. The Committee authorised the Chairman to finalise the Report after making consequential changes, if any, arising out of factual verification by the Ministry of Railways and to present the Report to both the Houses of Parliament.

The Committee then adjourned.

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*Relate to other matter

ANNEXURE

ADDITIONS MADE BY STANDING COMMITTEE ON RAILWAYS IN THE DRAFT REPORT ON ACTION TAKEN BY GOVERNMENT ON THE RECOMMENDATIONS CONTAINED IN THEIR FIFTEENTH REPORT ON 'ELECTRIFICATION OF RAILWAY LINES'

Page No.	Para No.	
2	After Para No. 7	*Add* New Para Nos. 8 to 10 and renumber the subsequent paragraphs accordingly.

Disapproval of diversion of funds earmarked for Electrification Project to some other projects

(Para 51)

8. The Committee had observed that the delay in the completion of an electrification project was attributed mainly to lack of funds. However, from the material furnished to them, the Committee had found that the funds allocated for electrification projects were diverted to some other projects other than electrification. The Committee took a serious view of the fact that the Ministry of Railways had diverted the funds which had been allocated for important electrification projects vitally necessary for providing efficient service to the people.

9. The Ministry of Railways have, in their Action Taken reply, stated :

"Large scale diversion of funds from 'Railway Electrification' plan has not been effected by the Ministry. Reduction in outlays under this plan head has however been made due to shortage of funds and Railways are called upon to reduce their total plan outlays according to availability of funds as estimated during their reviews."

Comments

10. **From the Ministry's reply the Committee cannot but conclude that there has been diversion of funds but large scale diversion of funds from "Railway Electrification Plan" has not been effected by them. The Committee take strong exception to such diversions and recommend that under no circumstances funds meant for Electrification Plan should be diverted to other projects in future.**

APPENDIX II

ANALYSIS OF ACTION TAKEN BY GOVERNMENT ON THE RECOMMENDATIONS/OBSERVATIONS CONTAINED IN THE FIFTEENTH REPORT OF THE STANDING COMMITTEE ON RAILWAYS (1995-96) (TENTH LOK SABHA)

			% of Total
(i)	Total No. of recommendations	9	
(ii)	Recommendations/Observations that have been accepted by Government (*vide* Rec. Nos. 49, 50, 54 & 55)	4	44.44%
(iii)	Recommendations/Observations, which the Committee do not desire to pursue in view of Government's Replies (*vide* Rec. No. 52)	1	11.12%
(iv)	Recommendations/Observations in respect of which Government's replies have not been accepted by the Committee (*vide* Rec. Nos. 48, 51 & 56)	3	33.32%
(v)	Recommendations/Observations in respect of which final replies of Government are still awaited. (*vide* Rec. No. 53)	1	11.12%